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**THE GREATER ONTARIO**

TO BE DEVELOPED BY

**The Bruce Mines & Algoma Railway**

WHICH IS THE

**Western Ontario Route to Hudson Bay.**

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THE  
**GREAT CLAY BELT**  
OF  
**NORTHERN ONTARIO**

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**Containing over 15,000,000 Acres**

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**Over Three-Fourths the Entire Area of all Lands  
under crop in Canada in 1891.**

**T**HE Report of the Survey and Exploration of Northerly Ontario, 1891, page 16, shows the following:

**AGRICULTURAL LANDS.**

The great clay belt running from the Quebec boundary west through Nipissing and Algoma Districts, and into the District of Thunder Bay, comprises an area of at least 24,500 square miles, or 15,680,000 acres, nearly all of which is well adapted for cultivation. This almost unbroken stretch of good farming land is nearly three-quarters as great in extent as the whole settled portion of the Province south of Lake Nipissing and the French and Mattawa rivers. It is larger than the States of Massachusetts, Connecticut, Rhode Island, New Jersey and Delaware combined, and one-half the size of New York. The region is watered by the Moose River.

The said report on page 62, dealing with the portion of the clay belt through which the Bruce Mines and Algoma Railway line is projected, shows the following information:

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"The district included in our investigations comprises an area of about seven thousand eight hundred square miles, and leaving off one thousand eight hundred square miles for water, etc., we have left six thousand square miles, seventy-five per cent. of which is choice farming land, and in the event of the country being cleared up, a good portion of the remaining twenty-five per cent., and what we now condemn as being too low or too wet, could be brought under cultivation as grass land. And of this six thousand square miles of territory, sixty per cent. of it will cut five cords of spruce wood per acre." There would be over 3,000,000 acres of this clay belt within 25 miles of the Bruce Mines and Algoma Railway.

#### FUR BEARING ANIMALS.

These comprise beaver, marten, otter, fisher, moose, caribou, bear, rabbit, muskrat.

#### HUDSON BAY, CANADA'S GREAT INLAND SEA.

The value of the Hudson Bay was recognized in Great Britain at a very early period, both as a highway to the American Continent and for the richness of the natural resources of the land around its banks. Not only is the Hudson Bay the natural highway of products from the farms of western Canada and the western States, but its waters are rich in fisheries, its shores abound in mineral deposits of the highest commercial value. These statements are founded upon the reports of navigators, mineralogists and geologists, many of them in the Government employ. The line of railway would not only open up these vast mineral resources in the Province of Ontario, but also those in the Province of Quebec.

#### THE MINERAL RESOURCES—IRON ORE.

A very large body of iron ore is found on the Mettagami branch of the Moose river, and of this Mr. Barron says from personal observation "that any quantity of this ore can be obtained at a very low rate, and that associated as it is with lignite and peat for fuel, it will unquestionably be mined and smelted on the spot at no very distant day." According to the Government geologists this is the sort of ore which is worked so largely in England, and forms the basis of her enormous industry." On the eastern coast of Hudson Bay and outside the limits of Ontario are very extensive beds of carbonate of iron "carrying twenty-five per cent of carbonate manganese—a valuable ore for the manufacture of speigeleisen, used in making Bessemer Steel."

Dr. Bell, who has examined this deposit and presented an exhaustive outline of its extent says that "the abundance of the ore is its great feature. Forming the uppermost band on nearly all these large islands where the dip is so low and the underlying strata confined to the cliffs along their eastern sides, the iron-stone beds are spread over the greater portion of their area, which in the aggregate amounts to many thousand of acres. The islands being destitute of timber and the rocks much scattered by the frost, &c., the ore, ready broken, may be gathered up in inexhaustible quantities. The islands offer good shelter for vessels and the ore might be conveniently loaded in many places."

### BITUMINOUS AND ANTHRACITE COAL.

Dr. Bell when on the shores of James Bay obtained from the Indians samples of both bituminous and anthracite coal, and all information up to the present received would point to the probability of vast coal measures existing in that portion of Canada.

### THE ROCK LAKE COPPER DISTRICT

Extends from Bruce Mines to main line of C.P.R. and includes an area of some 5,000,000 acres of mineral, timber and arable lands.

Of the 100,000,000 acres in New Ontario, East Algoma comprises 47,000,000, or nearly four times the area of Old Ontario, lying west of Toronto, including the Counties of York and Simcoe.

The census returns show East Algoma to have a population of 47,000, but its present population will now exceed 50,000, which is over half the population British Columbia had in 1890, and in 1910 should be at least 150,000.

The constituency of East Algoma contains mineral lands which are sufficiently valuable to secure capital to prospect and develop same if railway facilities are assured.

The farmer can transport the product of the farm twenty or thirty miles to a railway, but the product of the mine cannot be transported a mile.

The railway is an absolute necessity to a mining district. Without railway facilities the development of the district is impossible.

The Rock Lake district, or the portion of East Algoma traversed by the first 100 miles of the Bruce Mines & Algoma Railway comprises an area of over 3,500,000 acres, being 60 miles east and west, and 100 miles from Lake Huron North. It practically has no railways to develop its mineral, arable and timber resources.

## THE ROCK LAKE COPPER MINING DISTRICT.

The following is quoted from the report of the Royal Commission on the "Mineral Resources of Ontario," 1890, page 99, E.B. Borron, ex-M.P., former manager of the old Bruce mines: "In the district of Algoma, from the mouth of the French river to Pigeon river, on Lake Superior, upwards of 400 miles in a straight line, and from thence northward to the height of land, there is, I believe, no considerable area in which copper-bearing rocks do not occur. On almost every considerable lake in the interior, indications of copper may be seen. We have an area of 20,000 square miles of what may be termed copper-bearing country." A small strip of this copper-bearing country, two miles in length by about half a mile in breadth, or one square mile in all, has actually produced 40,000 and 50,000 tons of dressed ore, worth between \$2,500,000 and \$3,000,000.

The Rock Lake copper mines have been developed by sinking a main shaft down 425 feet. The cross-cuts in the shaft show that the vein has a width of over 14 feet at the 100 and 200 foot levels, and over 45 feet at the 300 and 400 foot levels. Some thirty cross-cuts put in at different intervals on the surface for over two miles, with other development operations, prove beyond doubt that these mines contain an enormous quantity of copper ore which, under favorable conditions, can be treated at a profit. Concentrating mills, with a capacity of treating 100 tons per day, have been in operation, and they are now paying at the rate of \$91,000 per annum in wages alone. It is intended to increase the capacity to 1,000 tons per day, meaning an annual expenditure in wages of \$450,000 and \$400,000 in other disbursements, together amounting to the sum of \$850,000 per annum. The Bruce mines at a cost of some \$400,000 have been reopened and large concentrating mills erected.

The copper Queen, 13 miles north of the Rock Lake mine, has been developed and air compressor and other mining machinery is being installed.

These copper ores resemble those of Montana and Arizona, and will require somewhat similar treatment, which necessitates railway facilities the handling of large quantities of ore and the expenditure of large sums for wages.

The establishment of the reduction works will secure a rapid and extensive development of this copper territory.

## DIVIDEND PAYING MINES BRING MEN AND MONEY.

The operation of these and other copper mines, and the actual payment of dividends, would bring into Algoma millions of capital and thousands of employees, and thus furnish a new and important market for the farm and manufactured products of Old Ontario.

## GOOD RESULTS ALREADY.

The Province granted a subsidy of \$51,000 to the Bruce Mines & Algoma Railway Company for the first 17 miles which has been constructed and in operation. There has been expended already in railway construction, equipment and mining operations nearly \$1,000,000 in said district, and Canadian, English and American capital is being expended on copper locations in the district, now, that the Bruce Mines & Algoma Railway line is being operated between Bruce Mines and Rock Lake.

A promising copper location to the south-east of the Rock Lake copper mines has been bonded to American capitalists who purpose sinking the main shaft 1000 feet.

Duluth capitalists have expended considerable money in exploring the Indian Lake copper property to the North-west of Rock Lake mines, and the results are satisfactory.

The copper locations in the Township of Morin, including above 1,000 acres, lie some eight miles north-east of the McMahon property, and are very promising.

The Stobie Mining Company have installed an air compressor and other modern machinery on their copper mine in the Township of Johnson, and have sunk their main shaft over 200 feet, and have drifted some 200 feet, and these operations have revealed some of the richest copper ore on the continent.

Considerable money has been expended by James Stobie in developing some very promising copper locations in the northern portion of the Township of Johnson.

J. J. Case and other Northern Michigan capitalists have purchased a valuable copper location in the Township of Montgomery, which gives promise of being a valuable copper mine.

In the Township of Aberdeen a deposit of excellent iron ore has been discovered and other iron locations are known to exist. It is believed that these iron ore deposits will be sufficient to supply the necessary flux required for the smelting of the copper ores.

There are a great many very promising copper locations in that mining district, and the construction of the Bruce mines and Algoma railway would secure a cheap supply of timber from the interior for charcoal and other purposes and the necessary capital to construct and operate smelters to treat the entire output of this important mining district within the Province.

## THE LAKE SUPERIOR COPPER MINES IN MICHIGAN.

Although the Lake Superior copper mining district is exceedingly rich, yet these mines have paid in wages the enormous sum of \$275,000,000, out of a total output of \$400,000,000.

The mines furnish employment, directly or indirectly, to over 30,000 men.

The value of the output of the copper mines of the United States of America for 1899 was \$100,000,000.

Should these mines only furnish employment, directly and indirectly, to 10,000 men, it would mean an additional population of 40,000 who would pay annually into the Dominion treasury in customs dues over \$300,000.

### IF SUBSIDY GRANTED TO BRUCE MINES AND ALGOMA RAILWAY THE COMPANY WILL SECURE A LARGE SMELTER FOR ALGOMA.

If the Bruce Mines & Algoma Railway Company receives the subsidies asked, the smelting and reduction works will be located at Rock Lake mines, or at a suitable point in that district.

The proposed smelting and reduction works will treat and refine the copper ore, and produce merchantable copper ready for manufacturing purposes, and as over \$1,000,000 of copper wire and ingots are imported into Canada annually, these refineries would have a home market for almost half of their product.

## LAKE SUPERIOR COPPER MINES IN MICHIGAN.

Value of output for 1899 .....	\$40,000,000
Dividend for 1900.....	10,000,000
Total value of output...	400,000,000
Total Dividends.....	100,000,000
Total expended in wages over.....	275,000,000
Number of men directly employed in mines, mills and smelter...	13,921
Number directly and indirectly.....	30,000
Value of output of copper mines of U.S.A. for 1899.....	\$100,000,000

## CANADA IN 1900.

Output of Lead.....	68,169,821 lbs.	\$2,760,521
" Silver .....	4,446,505 "	2,730,000
" Copper.....	18,919,820 "	3,063,119
" Nickel .....	7,080,227 "	3,227,000

Total .....	\$11,780,640
The value of wheat exported from Canada in 1899 .....	\$7,000,000
The value of the output of the proposed smelters and refinery .....	2,500,000

## COLORADO, THE GREAT SILVER LEAD STATE — 1900.

Smelters' output.....	\$40,000,000
Silver output.....	14,000,000
Lead output .....	6,000,000
Copper output.....	1,000,000
Gold output.....	38,000,000
Entire output of silver up to December 31, 1900.....	363,000,000
Entire output of lead up to December 31, 1900.....	107,000,000
Entire output of copper up to December 31, 1900.....	13,000,000
Mining dividends in 1900.....	17,304,102
Number of men employed in mining, smelting, etc.....	40,000
Wages paid.....	\$27,112,500
Population.....	600,000
Wealth per capita.....	\$2,780

Total wealth of State, \$1,668,000,000.

Population is the true wealth of a nation.

It seems reasonable that the copper output of Canada should in time equal that of the United States.

The establishment of a refinery in Canada by men known to possess a long and successful experience in treating similar classes of copper ore in the United States, would create a confidence in the copper locations of Canada, and would secure English and American capital for the development of our mineral resources.

## SUGAR SECURES MORE CAPITAL THAN VINEGAR.

While the Liberal Governments are entitled to great credit for aiding the mining industry by subsidizing the necessary railways, and most satisfactory results have accrued therefrom, yet the mining industry will not be on a satisfactory basis until Canada is able to refine her own metals and be

independent of the United States, whose legislation in the past has been most erratic and detrimental respecting Canadian interests.

The Dominion of Canada, except for a short temporary period, had the free use of the American canal at Sault Ste. Marie on equal terms with the shipping interests of the United States, yet we expended \$3,550,938 in constructing a new canal there in Canada, and will each year spend over \$15,000 on maintenance and repairs.

This expenditure did not secure for us any additional population or better facilities for our shipping interests, but was incurred for the sole and only reason that our shipping interests might be independent of the United States, and no voice in all Canada raised a protest against this expenditure.

Will not all Ontario unanimously support an ordinary land grant to the Bruce Mines and Algoma Railway and put our copper mining interests on a proper national basis?

### ONTARIO SHOULD AID.

New York, although possessed of practically no mineral resources, includes within its confines more important refineries than probably all the other states combined.

The Ontario Iron Mining Fund of \$125,000 has produced splendid results.

\$225,000 was set apart by the Province to secure the growing of sugar beets in Ontario.

Ontario owns about 13,000,000 acres of a copper-bearing territory north of the Great Lakes. The establishing of a copper refinery would enhance the prospective value of these lands and hasten the day when the Province could dispose of same and secure thousands of men and millions of capital to develop these resources to the great advantage of the farmer and manufacturer of Old Ontario.

### THE ARABLE RESOURCES.

In the Townships of Plummer, Additional, Plummer and Aberdeen, there are numerous farms comprising excellent soil, large areas under cultivation, and modern buildings.

Abundant crops are produced, and the mining and railway developments furnish an excellent cash market for all farm products, and the price of lands has materially increased within the last year; yet good, improved farms can be secured at a reasonable price.

The greater portion of the lands in Chesley, Additional, McMahon and Morin, are still owned by the Crown, and settlers, explorers and

volunteers should examine the lands in these Townships, and the unsurveyed territory north thereof, before selecting elsewhere, as these lands will be near to railway facilities and to an excellent market for the hard wood, hemlock and products of the farm.

Good arable lands are found in the Townships of Johnson, Rose and Galbraith.

A few farmers in the Townships of Johnson, Aberdeen and Plummer, have received from \$1,000 to \$5,000 for their mining rights alone, and still retain most of the surface rights for farming purposes.

### THE MISSISSAUGA VALLEY CONTAINS VAST TIMBER, MINERAL AND ARABLE LANDS.

Copper, iron and gold locations are said to have been discovered at many different points in the unsurveyed territory drained by the many branches of the Mississauga River.

In these river valleys there is said to be over one million acres of excellent arable lands.

### THE MINING AND COLONIZATION RAILWAY HAS BEEN THE GREAT FACTOR IN CREATING THE WONDERFUL TRAFFIC OF THE GREAT LAKES.

In 1901 the tonnage which passed through the Sault Ste. Marie canals exceeded 28,000,000 paying to the shipping interests over \$31,000,000 for transportation of such freight. All the wheat shipped from Lake Superior and Lake Michigan ports, including American and Canadian, did not exceed 81,000,000 bushels, which would only be equivalent to about 2,500,000 tons.

The iron ore shipped by boat from the Lake Superior States of Michigan, Wisconsin and Minnesota exceeded 20,000,000 tons, and this class of freight, together with the coal which is shipped back to the Lake Superior region for mining and manufacturing purposes, goes to make up the greater portion of that large freight business that has created the extensive shipping business of Buffalo, Cleveland and Chicago.

It is short colonization and mining railways that have created this vast traffic, and it is railways like the **Bruce Mines and Algoma Railway Company** that will develop Northern Ontario and create a profitable traffic that will bring into existence a vast important shipping interest for the ports of Collingwood, Meaford, Owen Sound, Kincardine, Goderich, Sarnia and Windsor.

### THE RAILWAY IS THE GREAT CIVILIZER.

The United States have only six per cent. of the area of the world, but they possess over forty per cent. of the entire railway mileage, capitalized at \$11,000,000,000, paying annually \$500,000,000 in wages to its 800,000 employees, and \$49,000,000 in taxes. In the United States there has been 162,000,000 acres granted to railway companies, and over 52,000,000 in Canada, but the Crown still owns over 2,000,000,000 acres in Canada.

The total annual earnings exceed over \$1,000,000,000 which is equal to the entire assistance received by way of bonus from all sources.

Minnesota has about the same area as East Algoma. Between 1861 and 1881 there were over 20,000,000 acres—equal to nearly forty-five per cent. of its area—granted to railways in Minnesota. These grants included some of the best timber, mineral and arable lands in the United States. Its population increased from 172,023 in 1860, to 1,307,826 in 1890, when three-fourths of its population were of foreign parentage.

### THE POPULATION INCREASED NEARLY HALF A MILLION DURING EACH DECADE.

The railway companies constructed the railways, advertised the country, secured men and capital to develop the latent resources, and thus secured a remunerative traffic for their enterprise.

In 1901 Minnesota produced over 10,000,000 tons of iron ore, worth at the smelters over \$45,000,000. In 1900 she produced over 50,000,000 bushels of wheat alone and her state capital has cost over \$7,000,000.

### AN AUSTRALIAN SUBSIDY.

South Australia is offering a huge land grant for the construction of a transcontinental railway. The proposed line is to run from south to north, through South Australia and connecting the Indian with the South Pacific ocean. The length of the railway will be 1,200 miles, and the line is to be constructed on a gauge of three feet six inches, and is to be capable of carrying traffic at a speed of 20 miles an hour. The cost of the line is estimated at £6,000,000. In return for the construction of this line a land grant of 75,000 acres per mile is offered, or, altogether, 90,000,000 acres. The contractors will be entitled to all the gold, metals and minerals in the area to be granted to them.

The scheme has received the approval of the South Australian Parliament and steps are to be taken to bring it before the notice of capitalists. Eighteen months are to be allowed for the preparation of tenders, and a pamphlet issued by the Government describes the scheme as "a magnificent

opportunity for the capitalists to embark in one of the few really great undertakings with a golden future in prospect yet left to the world to be achieved."

The Argentine Republic has for years held out the following inducements to the actual settler.

1. Advanced passage money.
2. Free gift of 250 acres.
3. Advanced food for one year at least.
4. Advanced grain, cattle, horses, etc., cost of houses, etc., to the extent of \$1,000.
5. Exemption from taxation for 10 years.
6. Guarantee to industrial companies of 7 per cent. profit on their investments.
7. Immense tracts of land to colonization companies, etc.

It is said that 370,000 immigrants settled in this Republic in 1889. English capitalists have now invested over \$1,500,000,000 in the Argentine Republic.

There are over \$500,000,000 invested by American capitalists in railway, mining and other enterprises in Mexico. Reasonable concessions would bring a similar amount to Canada.

### **CANADA IS SO PENURIOUS**

In her treatment of capital required in the Development of her resources, that

### **CANADIAN CAPITAL FINDS MORE ATTRACTIVE INVESTMENTS IN FOREIGN LANDS.**

The King of Canadian Railway Builders, Sir William Van Horne, is giving his energy, experience and capital to the development of war impoverished Cuba.

Messrs. McKenzie & Mann, Canada's foremost railway builders are allured to South America by tempting concessions.

The following and similar notices appear in our Toronto papers frequently;

### **FABULOUS WEALTH.**

McKenzie & Mann will develop the rich resources of Venezuela's gold mines, tropical forests, and asphalt deposits.

The concession covers 11,000,000 acres of territory on which are great groves of balata, rubber trees and very rich deposits of gold, iron, copper and other minerals.

A portion of the Barrenia goldfields reputed to be the richest in the world far excelling in richness the famed Yukon is within the limits of the concession.

### **BIG CANADIAN SYNDICATE TO INVEST TWELVE MILLION DOLLARS IN LIGHTING MEXICO.**

A syndicate of Canadian capitalists headed by Senator Cox, William MacKenzie, and monied men of Montreal and Halifax, are about to finance a Mexican light and power company, and to supply the city of Mexico with electric light and power. James Ross, of Montreal is the, leading spirit in the enterprise.

The capital will be twelve millions, with double that amount of bonds.

Twin City Railway & São Paulo Tram and a hundred other investments absorb millions of Canadian capital, while our timber, mineral and arable resources lie dormant, like the talent buried in the napkin, until the necessary railway facilities are furnished to secure the development thereof.

### **GRANTS MADE TO OTHER RAILWAYS.**

8,480,000 acres of land, in addition to certain cash subsidies, were not sufficient to induce capital to build the Winnipeg & Hudson Bay Railway, \$12,000 was granted to secure the construction of the line of railway from Gravenhurst to North Bay.

To secure the construction of 191 miles of the Quebec and Lake St. John, subsidies (including municipal), to the extent of \$18,600 per mile, were granted.

To secure railway construction in Old Ontario, the Province granted over \$6,000,000, but the municipalities gave \$10,000,000; so that in Old Ontario the ordinary Provincial subsidy of \$3,000 per mile was supplemented by a municipal grant of \$5,000 per mile.

In Northern Ontario no municipal assistance can be expected.

The company simply asks that in addition to the usual cash subsidy from the Dominion, the Government of Ontario give a land grant of 7,400 acres per mile, to be selected in alternate Townships in the vicinity of its line of railway, as the Government may direct.

The Ontario, Hudson Bay & Western Railway and the James Bay Railway were granted in 1899 a subsidy of \$2,000 in cash and 5,000 acres per mile for 425 miles, but no portion of either line has been constructed.

The Manitoulin & North Shore received a grant of about 2,500,000 acres for 330 miles including the pine subject to payment of value thereof.

The Trans-Canada expects to get from the Province of Quebec 20,000 acres per mile for 380 miles, from Roberval to James Bay.

The southern portion of this line was subsidized at the rate of 10,000 acres per mile, yet only about 13 miles have been constructed.

The Crows Nest Pass Railway received 20,000 acres per mile.

It is submitted that in order to secure the construction of the Bruce Mines & Algoma Railway to Hudson Bay, a grant of 7,400 acres per mile should be made to the company including the pine, subject to the payment of dues of \$2.00 per thousand, as there are some fifty miles near the height of land that would pass through a barren country.

Near Hudson Bay the land is also apparently valueless.

In order to secure sufficient traffic to pay operating expenses, and a reasonable dividend on the money invested, it is absolutely necessary to offer the best possible inducements to settler, explorer and manufacturer, and the following resolution adopted by the Sault Ste. Marie Board of Trade undoubtedly sets forth the policy that must be adopted to secure the necessary capital for the construction of the necessary colonization railway and the development of Canada's natural resources.

Whereas the greater portion of Canada is still owned by the Crown;

And whereas the granting of 7,400 acres per mile to the Algoma Central and Hudson Bay Railway Company by the Province of Ontario has already secured an additional population of many thousands for New Ontario, and the investment of over fifteen million dollars;

And whereas such development operations has already secured the payment of nearly one million dollars in Custom dues to the Dominion of Canada;

And whereas the rapid development of the almost unlimited timber, mineral and arable resources of Canada, will insure industrial prosperity for the factories of Canada already established, if slight changes are made in the Custom dues where changed conditions rendered same necessary;

And whereas to secure the rapid development of such natural resources, it is necessary that the colonization railway explorer and pioneer settler should receive the best possible encouragement and assistance at the hands of the various different governments who may control the public domain in the different parts of the Dominion of Canada;

Therefore the Sault Ste. Marie Board of Trade would respectfully urge upon the Legislative Assembly of the Province of Ontario the wisdom of granting to all colonization railways in New Ontario 7,400 acres per mile, to be selected in alternate townships within twelve miles of such line of railway, and that such grant should include the pine thereon subject to the dues of two dollars per thousand, and that

the alternate townships owned by the province should concurrently with the construction of the line of railway, be opened to the settler and explorer subject to the same dues on the said pine, and that the lands therein not suitable for settlement should be opened up for sale to industrial companies, who would manufacture such timber into a finished product, paying the same dues as that paid by the railway company and settler.

*And further resolved* that this Board urge upon the Dominion Parliament the wisdom of granting to such lines of railway the usual cash subsidies and of imposing a duty of twenty-five per centum ad valorem on steel rails and other articles manufactured from raw materials obtainable in Canada.

*And further resolved* that a copy of this resolution be forwarded to Sir Wilfrid Laurier, Premier of Canada; The Hon. George W. Ross, Premier of Ontario, and A. E. Dyment, Esquire, M.P.

#### A VERY MODERATE GRANT ASKED.

It is submitted that the company's request is very moderate for the following reasons:

1. The municipalities supplemented the Government grants in Old Ontario at the rate of \$5,000 per mile, but no municipal assistance can be expected in Northern Ontario.
2. The cost of construction is far more expensive in Northern than in Old Ontario, sometimes exceeding \$50,000 per mile.
3. A lucrative freight and passenger traffic awaited the advent of the railway in Old Ontario.
4. The company will be required to wait many years for profitable returns, even after investing an equal amount in mining and other industrial enterprises, to secure the ultimate success of the undertaking.
5. The land is now practically of no value to the revenues of the Province, and if given to the company they will secure settlers for the 10,000,000 owned by the Province, in their efforts to attract attention to their own, and the railway and subsidiary enterprises will make the Crown lands of far greater value to the intending settler.
6. The cash subsidies are now made subject to many conditions, such as, the regulation by Government as to tolls to be charged, reservation of running powers to other companies, the carrying of mails, etc., practically free of charge.
7. Considerable mileage must be built to furnish the necessary branch lines to the different mines, and no subsidy is asked for such extra mileage.

The Colonization Railways are feeders for the steamship lines and railways of old Ontario and the fair policy to greater Ontario is to grant ample subsidies to secure the construction of such lines and increase the tax payable by the railway to the Province and thus each mile of railway will become a source of revenue to the Province.

The United States railways received assistance to the extent of about \$1,000,000,000 but they pay over \$49,000,000 in taxes, which is nearly equivalent to 5 per cent. per annum on the assistance received. In 1902 the railways in the State of Michigan paid \$2,850,231 in taxes.

### RAILWAYS BRING MEN AND MONEY TO A COUNTRY.

The Hon. Joseph Chamberlain said in Canada a few years ago: "What this country wants is population. Wild land is of no value compared with population."

If northern Ontario was settled to the same density as Old Ontario, we would have 9,000,000 instead of 2,500,000. Develop the greater Ontario, and hold the proud position of being the banner Province in this fair Dominion.

### LAKE TRANSPORTATION THE CHEAPEST.

The towns and cities in Ontario, located on Georgian Bay, Lakes Huron, Erie and Ontario, are all most seriously interested in being assured of water communication direct to all lines of railway which may run northward from Georgian Bay and Lake Superior.

The statistics in 1898 show the remarkably small freight charges made for the conveyance of freight by water transportation on the Great Lake System.

For a. average distance of 842 miles, coal was carried for 25 cents a ton; grain, 2 cents a bushel; iron ore, 60 cents per ton; lumber, \$1.65 per thousand. Although the charges are small, the total amount received for transportation in 1898 was \$14,125 \$96, being one-third of the entire earnings of the railway systems of Canada, and only requiring a capital investment in steamships of less than \$47,000,000, whereas our railway systems represent a cost of some \$900,000,000. The value of the said Lake traffic in 1898 amounted to over \$33,000,000, and the proportion of the freight carried by Canadian vessels was only two and one-fifth per cent.

The greater portion of this vast Lake traffic has been developed by the construction of colonization railways from Lake ports into the interior to develop the mineral and other natural resources. This shows clearly that the true railway policy for Ontario is to secure by sufficient land and money grants the construction of colonization railways from Lake ports into the interior.

After having expended \$83,000,000 on our canal systems, it would be the worst piece of parsimony to refuse to grant the necessary subsidies to secure the construction of colonization railways in Northern Ontario.

The Province has scarcely touched the fringe of the great agricultural and mineral wealth of the Province. These latent resources should be made available for the sons and daughters of Old Ontario, and thus reap the benefit arising from the development of our Province, instead of allowing men to drift to an alien nation.

### **WHAT THE UNITED STATES HAVE DONE CANADA CAN DO.**

The State of Minnesota between 1861 and 1881 granted over 20,000,000 acres or 45 per cent. of its entire area to secure the construction of railways, and its population increased from 172,023, in 1860, to 1,301,826, in 1890, and three-quarters of its entire population was of foreign parentage.

The railway companies constructed the railways, advertised the country, and secured men and capital to develop the latent resources.

### **THE VAST IRON AND COPPER WEALTH TAKEN FROM LAKE SUPERIOR.**

The Lake Superior region, during 1899 shipped 18,300,000 tons of iron ore, making a grand total since the mines were opened, of 152,000,000 tons, worth, when made into pig iron, \$1,600,000,000. The estimated output for 1900 is 20,000,000 tons.

The lake carriers alone will receive over \$20,000,000 for transporting this quantity of ore to Cleveland and other lower lake ports.

When made into pig iron there, this quantity of ore will be worth over \$250,000,000.

The United States exported in 1899 over \$100,000,000 of iron and steel, including machinery. The annual output for many years in Ontario has not exceeded 21,000 tons of iron ore, largely through lack of the necessary railway facilities in Northern Ontario.

### **THE COPPER OF NORTHERN MICHIGAN.**

There is about \$200,000,000 invested in the copper mines of Michigan.

In 1899 they produced \$40,000,000 worth of copper. These copper mines pay taxes on an assessed value of \$108,000,000.

### **POSSIBILITIES OF NORTHERN ONTARIO.**

Northern Ontario is almost equal to the combined areas of Michigan, Minnesota and Wisconsin, but in 1891 had a population of 54,876, com-

pared with 5,082,595 in these States, including 461,715 Canadian and British born subjects

The entire population in Canada, West of Lake Superior, in 1891, was only 317,478.

Prior to 1899, not one dollar had been paid towards aiding colonization railroads in Algoma, Manitoulin, or Nipissing. The usual Government grants have been made, but these have been far too meagre to induce capital to invest in any of the railway enterprises.

With the necessary railway facilities secured, the iron, copper, and other resources can be developed.

The development of these brings settlers' capital, and industrial enterprises, to the great advantage of the entire Province.

Some persons have very erroneous ideas that mineral lands are very valuable. Probably of all the lands they are the least valuable.

Any person has the right to search over a township for mineral, and in many there are no mineral locations of any value whatever.

In other townships he may find a number of locations indicating mineral of value, but probably in no township is there 10 per centum of the area valuable as mineral lands. The idea of a Province making revenue out of her mineral lands is the shadow; the influx into the Province of men and capital through the development of her mineral resources is the substance.

### OLD ONTARIO REAPS THE MOST BENEFIT.

The amount of capital brought into the country by the prospector and the mining capitalist is very much under-estimated. In the January, 1900 number of the *Review of Reviews* it is estimated that during the years 1897 and 1898 \$75,000,000 was taken into the Klondike by prospectors and others, and allowing them a fair rate of wages, they expended in prospecting, &c., \$145,000,000, and during these years only \$22,000,000 in gold was extracted from that region as against \$220,000,000 brought into the Klondike.

Without railways Greater Ontario cannot be developed.

The Colonization Railway is entitled to every reasonable encouragement.

### THE COLONIZATION RAILWAY MUST WAIT MANY YEARS BEFORE A PROFITABLE BUSINESS CAN BE SECURED.

The February number of the *Review of Reviews* points out that in former periods of business prosperity enormous quantities of home and

foreign capital had been absorbed in construction of railways in undeveloped regions which were not destined to be profitable until after many years of tribulation, yet these were the roads that developed the United States. They received vast land grants, and they secured settlers and capital to develop the latent resources in a manner that no Government could have done, and it is such railroads that are required to develop the District of Algoma and the Colonization Railway cannot be a success unless five times the amount of its cost is invested in mining and other industrial enterprises to secure traffic.

One million dollars of foreign capital invested in a railway enterprise is of as much value to the people of the Province as if paid into the Treasury of the Province. It is subject to Provincial taxation, which may be increased at any time. The money expended in construction is put in circulation among the people and they benefit to that extent.

The Province by the construction of the railway would be enabled to dispose of the mineral lands that are now practically inaccessible and valueless, and secure the settlement of a portion of their vast domain with very small additional expense, if any.

The Dominion in granting the subsidy would reserve the right to have the Company carry His Majesty's mail free of charge to the extent of such interest each year, and they also reserve the right to say what charges the Company may make for the transportation of freight and passengers, and also to allow other companies the right of running over the said railway, so that the Governments of the present day between the right to levy direct taxation by the Province, and the right to regulate charges by the Dominion have secured to the people of the Dominion all the benefits that would accrue from Government ownership, and have avoided the responsibility of meeting deficits which frequently occur in the early history of most Colonization Railway Companies, even in the United States, where rapidity of development and settlement has been marvelous.

#### **INPECUNIOUS AID TO SETTLERS OR COLONIZATION RAILWAY BRINGS LOSS INDIRECTLY TO CANADA.**

The failure of the Grand Trunk Railway Company to pay satisfactory dividends has prevented millions of English capital from being invested in Canada. Their lack of success was a far greater loss to Canada than to their shareholders. The success of the Canadian Pacific Railway Company has attracted capital, and now is the time to have the necessary railway facilities furnished so that English and American capital will pour into Canada.

### SUMMARY.

Land Grant Subsidy of 7,400 acres per mile for 400 miles.....	acres	2,960,000
Cash subsidy received from Dominion Government...	\$	1,280,600
The Company would make the following expenditures :		
Costs of constructing line and for equipment.....	\$	6,000,000
Capital necessarily invested in mining, lumbering and development of resources to secure a remunerative traffic for railway.....	\$	45,000,000
An additional population to make railway enterprise pay would be at least.....	\$	100,000
The value of product of the factories of Ontario, 1891, averaged \$1,440.00, per employee, so that the value of 25,000 employees each year would be \$36,000,000		
This population would pay in custom dues to the Dominion Treasury annually.....	\$	658,000
If the present Provincial tax on railways were increased to \$100 per mile, this company alone would pay the interest at 4 per centum per annum on.....	\$	1,000,000
\$600,000 is the interest on .....	\$	20,000,000

### THE BRUCE MINES & ALGOMA RAILWAY LINE WILL PROBABLY INTERSECT THE MANITOULIN AND NORTH SHORE LINE NEAR ROCK LAKE.

The traffic created by the Bruce Mines & Algoma Railway will be diverted to Toronto and Western Ontario by the Steamship lines and the Manitoulin and North Shore Railway and should hasten the construction of such railway connection between New and Old Ontario.

It is submitted that the Bruce Mines & Algoma Railway is even of greater importance to Ontario than ever the Manitoulin & North Shore Railway, as it will develop such vast arable, mineral and timber resources, and also with a steamship line on Hudson Bay render accessible hundreds of millions of acres of valuable land, which at present are inaccessible.

## THE LAND GRANT FROM THE PROVINCE

TO

# THE MANITOULIN AND NORTH SHORE RAILWAY

Enthusiastically Endorsed by Statesmen, Press and People

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### Premier's Address in Moving the Second Reading

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#### MANITOULIN RAILWAY BILL.

The Premier, in moving the second reading of the bill respecting the Manitoulin and North Shore Railway, said: I do not propose at this time to go into details of the bill, which were explained pretty fully when it was introduced. Our object in this measure is to furnish opportunities for settlement, to make profitable the timber and minerals of that country by bringing them to the market, and by finding homes for those who may enter the wilds for settlement. Those features are important, but the Government wants to keep before the country the fact that we have a vast domain there that will sustain a considerable population with its resources, the extent of which we have not yet realized, and that, according to modern methods, settlement and development can largely only take place by the aid of railways. Large trunk lines of roadways were built here fifty years ago, so that the settlers in Huron and Bruce and in York County, along Yonge street, could have convenient access, but these have been superseded by railways. As we have immense territories, we have thus our duty to aid and to find capital. We are encouraged by what has been done to take a similar course. We must carefully look for-

ward to see that any work we may do now may be serviceable for one or more purposes. The secondary object is to afford additional facilities for transportation, for a closer connection between the older sections of the province and the new. In this case Old Ontario is getting a very substantial consideration for what is being done. What this country wants is population and a market for its products. Settlement helps to give us population. The railway will help to give us a market.

#### A FORWARD MOVEMENT.

I shall not weary the House any further. We look upon this as a forward movement; for movements for opening up the country are forward movements; even a colonization road is a forward movement. It is a large scheme, a scheme which means much to every man that looks into the future of Ontario—a scheme which costs us no money, which will give transportation and opportunities for settlement of lands which are now unproductive! We were fortunate in being able to bring down this bill this session, when there is a superabundance of money in the hands of capitalists, and when they are ready to invest their money in what appears to be—I do not say a speculation, but it is an enterprise—which promises well to them, and which must be received by the people in whose interests the money is expended as very gratifying. Perhaps we should guard ourselves against risking our freedom in the capitalists' hands, but we must have capital for a great enterprise of any kind.

This bill seems valuable for this. This seems to be our golden opportunity. We should not let it slip; at all events it should be through no fault of ours that the opportunity should be lost. I take great pleasure in moving the second reading of this bill. (Ministerial applause).

#### THE LEADER OF THE OPPOSITION CONCURS.

Mr. Whitney said: I beg to concur in the second reading of this bill. Without attempting to follow my hon. friend, in the region in which he traversed the other day, I would look upon it rather from the standpoint of its desirability as a plain business proposition. It seems to me that this proposed railway will be a very desirable one if it can be carried out. Ordinarily, at any rate, for some few years past, the attitude taken by the Opposition, with regard to railway grants, has been somewhat different from that upon this occasion. As a rule, the Legislature has been asked to

pronounce upon schemes which involved far greater responsibility upon the Legislature if granted than this, and we have complained always that we have not been furnished with proper data or any material from which to form judgment with regard to it. But, as I have just intimated, we are not in the same position on this occasion, because I think a person who is acquainted with the geography of the district referred to will be able to see at once the desirability of a railway such as this. Whether it will land us on the shores of the Pacific Ocean or of the Hudson Bay is another matter. If it does, well and good. Even if the proposition which my hon. friend referred to—an influx of English capital to be invested in pulp and other resources—even if it should result as some of his predictions have in the past, there would be enough left to justify the Legislature of the province in consenting to the passing of this act.

I shall merely now at this stage mention one point, which occurs to me as very important, namely, that the bill should contain some provision before being finally passed which will compel the company to construct the line on the mainland of this province.

#### WHAT THE PRESS HAS SAID.

There can be no question that the successful operation of this line, with the safeguards by which it is surrounded, will mean a great deal for the Ontario peninsula, and stimulate the development of Algoma to a great degree.—*The Daily Globe.*

#### A DESERVING ENTERPRISE.

The deal with the Manitoulin and North Shore Railway has several features that recommend it to popular approval. In our opinion the best way to encourage immigration to Canada is to set such enterprises going as will absorb our surplus laborers and mechanics and attract immigrants from foreign countries. There is no difficulty in filling a vacant situation. If any particular industry requires 1,000 workmen, it is never necessary to send an immigration agent to a foreign country to get them. The ten thousand settlers, with an average of four to a family, would be equivalent to a population of 40,000 people. But these will require the services of tailors, storekeepers, and all kinds of artisans and tradesmen. If Mr. Clergue fulfills his obligations, he will, directly through his own efforts, add to Algoma a population as large as that of the city of Hamilton. But the railway will be the means of helping many other industries, and thereby increasing the population. A land grant that will be the means of securing immigrants is much more

justifiable than the spending of large sums of money on immigration agents. Another pleasing feature of the deal is that it gives us an entirely new route to Algoma. All Western Ontario will be put in much closer communication with Sudbury, Sault Ste. Marie, and other important points, when the proposed line, skirting the west shore of the Georgian Bay, is constructed.—*The World.*

### A PROGRESSIVE RAILWAY BARGAIN.

The proposed Manitoulin and North Shore Railway ought to receive all possible encouragement from the citizens of Toronto. We are, perhaps, more vitally interested than any other people in Ontario in having New Ontario developed, and in having the development proceed in such a way that this city will not be sidetracked as a distributing and wholesale centre in favor of Montreal or any eastern city. The securing of the handling of a portion of the western grain traffic, which might be the result of an air line to Collingwood, in conjunction with the improvement of the improvement of the St. Lawrence canals, would, perhaps, mean a good deal to Toronto, but on the other hand, it might not mean more than the building of a few elevators, and the addition of a few score of cheap laborers and their families to our population. On the other hand, it is of vital interest to Toronto to maintain its position as the commercial and financial metropolis of the province, and especially to push its claims as the natural base of supplies for the new country that is being opened up to the north. Winnipeg, which is becoming more and more a commercial and manufacturing city, has grown as the resources of the surrounding country have been developed. So must Toronto do. Let us get the grain trade if we can, but let us see that we are not jockeyed out of selling the settlers of New Ontario their groceries, dry goods, shoe leather, and other necessities.—*Saturday Night.*

In the southern portion of Ontario there are 27,000,000 acres of land. In the northern part there are no less than 113,000,000 acres. Our territory of explored and unexplored lands is so vast that the ordinary mind can only imperfectly realize its greatness.

The day has come when the development of this new territory has become desirable in the interests of the people in Old, as well as New Ontario. To open up the northern districts will be of greater advantage to Old Ontario, than is now derived from the timber taken from the forests. But how should this development be made?

Between 1881 and 1891 the foreign-born population in Canada increased only 38,141, although during that decade the Dominion

Government expended \$2,894,300 on immigration, \$20,000,000 on public works, and \$67,000,000 to aid railway construction. In a period when \$90,000,000 was spent, less than 40,000 immigrants were settled in all the provinces of the Dominion.

Compare this result with the proposal of the Ontario Government to give 2,542,000 acres of land to a concern that agrees to build 300 miles of railway and settle 10,000 people on the lands they secure. The proposition to give away so vast a tract of land is a startling one, but the return secured is equally surprising.—*Citizen and Country.*

There is a danger that the company will build the northern section and neglect the southern.

Against this danger it is the duty of the Legislature to provide. In Mr. Ross' bill, we are glad to see some counterbalancing inducement to build the southern section. The land grant for that section is 10,000 acres per mile, as against 7,400 acres for building from the Nor' Shire inwards

Toronto, Hamilton, London, Brantford, and all our other towns and cities, want to be assured of direct connection by means of the Manitoulin and North Shore line with the island and the nickel country to the north. There is scarcely a doubt that the promoters are undertaking in good faith to build the whole road, but it is better to have them bound to do so, and to require that the completion of the southern section shall not be more than six months later than the completion of the northern.—*The Mail and Empire.*

The bill is the most important one ever presented to the Ontario Legislature, and is fraught with much good to the whole people.—*London Advertiser.*

#### A FAIR RAILWAY BARGAIN.

If all public aid to railways in this country had been granted on such conditions as those which accompany the aid given to the Manitoulin and North Shore Railway project, the principle of railway subsidizing would not be so unpopular as it is now.

The line will open up to settlers a large tract of territory. The aid granted by the Government consists of 2,500,000 acres of land in alternate township sections. No cash subsidy is given.

There is no money for him and his colleagues in the construction of this road except as it is used as a means of developing the resources of northern Ontario. And if they can make money that way, well and good, for they cannot do it without benefiting the whole province.—*The Hamilton Herald.*

## A RECORD-BREAKING RAILWAY BARGAIN.

The bargain made by the Ross Government with Mr. F. H. Clergue for the building of the Manitoulin and North Shore Railway is the best ever carried through by any Canadian Government. The railway will open up an entirely new section of country, and connect such important partially developed sections as those on Manitoulin Island with the other portions of Ontario.

The railway will be a great boon to Manitoulin Island, which may now be said to be isolated from the rest of the province during six months of the year, and will bring under cultivation much arable land there. This bargain should be the basis for all railway grants in the future.—*The Beacon, Stratford.*

## THE MANITOULIN RAILWAY.

The western half of Old Ontario, including Toronto, has always lamented the fact that the railway development of New Ontario has necessarily, owing to its geographical situation, brought the northern and north-western part of the province into direct connection with the Province of Quebec and Montreal, and thus made its commerce, as well as that of Manitoba and the Territories, subsidiary to Montreal rather than Toronto.

The terms seem reasonable and on the whole in the public interests.—*The Montreal Daily Witness.*

## PROGRESSIVE LEGISLATION.

The bill by which Mr. Ross and his colleagues ensure the construction of the railway is highly instructive to other governments. It is unique in one respect among Canadian railway measures in so far as it has the unanimous support of both sides of the House. Mr. Ross moved its second reading on Thursday, and Mr. Whitney expressed his concurrence in its terms.

The bill may well stand as a model for progressive railway legislation. The people will well receive the worth of the wealth of lands which they devote to the new enterprise. With the wonderful development which is even now going on in the northern country, and with the great future which is opening up for it, the older part of the province should reap a large part of the benefit. Placed in close communication with the sources of so much natural wealth, as they will be by this new railway, the towns and cities of Old Ontario should have an area of great and increasing prosperity ahead of them.—*The Sentinel-Review, Woodstock.*

It is by such heroic proposals as those respecting the Algoma Central and the Manitoulin and North Shore railroads that the Ross government is entrenching itself in the confidence of the people, and convincing them that the men now in power have the will and the capacity to deal with undertakings of vast magnitude, and to deal with them in such a manner as to best conserve the interests of the province as a whole.—*The Expositor, Brantford.*

Not only will it prove advantageous to New Ontario, but it will undoubtedly have correspondingly beneficial effects upon the older portions of the province by opening up fresh avenues of trade and creating new markets for our surplus products.—*The Meaford Mirror.*

The enterprise is one of the most important milestones in the history of Owen Sound.—*The Owen Sound Times.*

Owen Sound is deeply interested in having the link between this town and Meaford constructed at as early a date as possible.—*Owen Sound Sun.*

The farmers of Manitoulin Island and the farmers and miners on the north shore have claims upon the province which cannot be disregarded, but the province owes to its whole self, and not necessarily to any section of it, the duty of opening up and developing its North-west Territories. It must do more than that. It must see to it that the trade of that territory flows through the commercial arteries of the province. For this reason the railway in question appears to be a necessity.—*The Meaford Monitor.*

The Ontario Government seems to have made an excellent bargain for the construction of the Manitoulin Railway. There is no money grant, New Ontario is paying for its own development. The minerals and timber of that country are of no use if facilities are not provided for getting them to a market. This bargain is something new in the way of railway building in this country.—*The Record, Windsor.*

All this is now unsettled wilderness. This line may yet become a link in another transcontinental highway which will give competition and make the railway problem of Canada easier of solution. The leader of the Opposition could find no fault with the Manitoulin and North Shore agreement. He pronounced the railway a good thing because a necessity.—*The Wig, Kingston.*

While the road will not cost the province a dollar, the building of the line will be of inestimable value to Eastern Algoma, as well as to a very large section of older Ontario. Premier Ross may well be classified among the nation builders, because he is opening the door to the development and

population of the vast territory to the north of the great lakes, and the result of the construction of these steel-arteries from the south to the north, must inevitably be to drive the growing traffic of this rich new country down into the centres of population of our own province.—*The Sault Express.*

In its railway policy the Ross government has shown itself thoroughly abreast of the times. The railway will run through new territory where settlement can be most easily established. An extent of country as large as from Toronto to Kingston, reaching back forty miles, will be opened up for settlement. Put a thousand settlers a year in this country—as the company intends to do—give them a railroad to carry goods to and from market, and the matter of populating the new district seems pretty safeguarded.—*The Reformer, Galt.*

### MOST FAVORABLE BARGAIN.

The most favorable railway bargain arranged by any Canadian Government, Dominion or Provincial, for some years is that just made by the Ontario Government for the construction of the Manitoulin and North Shore Railway.

The conditions are so favorable to the province that the Opposition could find no fault with them and at once gave the bill introduced by Premier Ross their hearty support.—*The Montreal Star.*

### A GOOD RAILWAY BARGAIN.

The railway is one that will revolutionize the geographical position of the towns of south-western Ontario. It will be of immense advantage to the fertile peninsula, and among the other advantages promised to the north shore is a big reduction in the price of coal.—*The Daily Telegraph, Berlin, Ont.*

### IN THE LEGISLATURE.

The Legislature is granting several railway subsidies again this season. The principal subsidy is for the aid of the Manitoulin Railway scheme outlined in last week's Sun. To assist in the building of this railway the Government will grant, instead of cash, 2,542,100 acres of land; this grant will be made, said Premier Ross, in 110,000,000 acres that have been unproductive since the beginning of time.—*Farmers' Sun.*

## THE MANITOULIN AND NORTH SHORE BARGAIN.

In this stage of our development, Ontario needs railways, and railways need capital to build them. Without discouraging capital the Ross Government has yet kept in mind that railways are public utilities and ought some day to be the property of the people if they so choose.—*Reformer Simcoe*.

Until Ontario is prepared to go into railway building on its own account we can hardly do better than hand our railway enterprises over to men like Mr. Clergue, who are satisfied with fair reward on their investment.—*North Star, Parry Sound*.

## AS AN UP-TO-DATE RAILWAY POLICY.

This bargain acknowledges the force of three things which have had much discussion in the press and on public platforms—the likelihood of public ownership in the future, Government control of rates in the meantime, and in case of purchase, a price to the Government of cost and interest minus the Provincial subsidy and one-half of any Dominion subsidy.—*Dufferin Advertiser, Orangeville*.

This bargain is without exception the best the province has made with any railway.—*The Port Arthur Chronicle*.

There can be no question that the successful operation of this line with the safeguards by which it is surrounded will mean a great deal for the Ontario peninsula and stimulate the development of Algoma to a great degree.—*The News, Alexandria*.

The Government and Mr. Clergue's Company have made a good bargain all round—good for the people, good for Ontario, good for the company.—*The Napanee Express*.

The settlement part of the bargain is accomplished by the construction of the North Shore line, but it is also worth noting that the construction along the peninsula confers other advantages. It will put Old Ontario and New Ontario in closer touch, a good thing for both, inducing Old Ontario to make ventures of capital and energy in the great north land and New Ontario to trade with us—*Barrie Examiner*.

The railway is one that will revolutionize the geographical position of the towns of south-western Ontario. It will be of immense advantage to the fertile peninsula, and among the other advantages promised to the North Shore is a big reduction in the price of coal.—*Chronicle-Telegraph, Waterloo*.

## NEW ONTARIO.

Some are puzzled to know what is meant by the now common expression, "New" Ontario. It does not mean that new territory has been added to the province, but new life and energy, and the present provincial government seems to be honestly trying to make Ontario worthy of the "New" appellation. The recent grants of Government aid to railroad construction stamps Premier Ross and his council as among the most progressive and patriotic citizens of the times in any country, and if continued must soon place Ontario where she belongs, in the front rank of progressive and prosperous communities.

Railroads are the greatest agencies of civilization and material progress and the way the present Government of Ontario is setting the pace in this line of advancement should make every Canadian heart bound with joy.—*The Soo Times, Michigan.*